

MEETING SUMMARY
DOWNTOWN BALLARD PARKING WORKGROUP
APRIL 16, 2004
BALLARD NEIGHBORHOOD SERVICE CENTER
8:00 - 9:00 AM

ATTENDEES

Sue Allegra, All the Kings Flags & Ballard Chamber	Association Karen Lee Kimber, Swedish Medical Center Beth Miller, Ballard Chamber of Commerce
Crystal Carlson, Great Harvest Bread Company & Ballard Chamber	Rob Mattson, Department of Neighborhoods Randy Wiger, Seattle Department of Transportation (SDOT)
Kevin Carrabine, resident	
Steve Cohn, Ballard District Council	
Mary Hurley, Downtown Ballard Merchants	Notes prepared by Randy Wiger, SDOT

ACTION ITEMS

- SDOT staff will continue efforts to convert the existing taxi zone on the 5400 block of Ballard Avenue NW to 2-hour parking 7 a.m. – 6 p.m. with the taxi zone remaining as is after 6 p.m.
- SDOT staff will attempt to reduce the number of load zones currently on the 5400 block of Ballard Avenue NW while insuring any remaining load zones are well-placed and appropriately signed to current needs.
- SDOT staff will continue to implement and monitor the changes to load zones on NW Market Street as per the plan approved by the workgroup and SDOT.
- SDOT staff will finalize the “How to License a Vehicle as a Truck” summary.
- SDOT staff will develop a draft “Load Zone Information card” for review by the workgroup.
- SDOT staff will develop a draft “Program Accomplishment Sheet” for review by the workgroup.
- SDOT staff will investigate the possibility of a Parking Citation Analysis and report findings to the workgroup.
- Workgroup members will partner with SDOT to establish a climate of support for conversion to 1-hour parking time limits on NW Market.

UPDATE ON IMPLEMENTATION ITEMS

Randy responded to zoning questions raised at the last Workgroup meeting about use of the Wilson Ford Lot on Leary Avenue NW for monthly parking until the lot goes into development. In contacting the City’s Department of Planning and Development (DPD), he determined that monthly parking is "principal use parking" in the Land Use Code and in C1 zones (which is the zoning of the Wilson Ford lot) these are permitted as a conditional use and subject to dispersion criteria. The Seattle Municipal Code governing conditional uses (SMC 23.47.006) indicates that authorization may be required for administrative conditional use to be granted, and then for 2

years at time. A first step to pursue this would be for the property owner (or his or her agent) to call DPD's Applicant Services Center (684-8850) to set up an appointment with a planner and ask what they'll need to bring, which may include a plot plan showing ingress/egress and configuration of spaces on the lot, aisle widths, number of spaces, etc. (SMC 23.54.030 regulates parking space dimensions).

Randy also reported on the following items:

- The sunken sidewalk on the NW Market side of Sparkle Cleaners (2011 NW Market) is under repair through funds secured by the Downtown Ballard Merchants Association.
- The complaints about Parking Enforcement Officer (PEO) behavior in Downtown Ballard expressed by workgroup members at the last meeting have been forwarded to the PEO Supervisor.
- SDOT Streetsweeping services have found that during the four weeks since the "No Parking Tuesdays 2:30 a.m. – 5:30 a.m. for streetsweeping" signs have been installed on Ballard Avenue NW, that some vehicles are parking in this area during the restricted time. However, their number is few and they are in different spaces each week, and the streetsweeping crews feel that all portions of this block of Ballard Avenue NW are effectively being cleaned all the way to the curb within several weeks, even though the whole length is not being cleaned all the way to curb on any single week. As far as SDOT has been able to determine, there have been no parking tickets issued specifically for failure to move a vehicle during the "no parking for streetsweeping" times.
- Should the Workgroup want to consider changing the "no parking for streetsweeping" signs on Ballard Avenue NW to a style that lists specific dates such as are used around stadiums, the cost per sign per change (which would be once a year) is \$100. Currently there are 6 "no parking for streetsweeping" signs on Ballard Avenue NW, so the cost would be \$600 per year, and this cost would be borne by the community.
- The rate of meters currently on NW Market and 56th Avenue NW is 60 cents per hour. However this rate will be increasing to \$1 per hour, and this also would be the rate of any new meters installed on the currently un-metered blocks of NW Market.
- The workgroup's request that the lot at the Hiram E. Chittenden Locks scheduled for pay station installation have its surface repaired and improved has been communicated to SDOT pay station staff.
- There is only one space designated as a taxi zone on the west side of the 5400 block of Ballard Avenue NW (just south of NW Market), and Randy will continue to check with adjacent businesses regarding the workgroup's interest in converting this space to 2-hour parking until 6:00 p.m. while remaining a taxi zone after 6:00 p.m. There are 4 spaces designated as load zones on the west side of this block, and Randy will

check with adjacent businesses and if they are not needed, will work to have them converted to 2-hour parking consistent with the rest of the block.

- The load zone changes on NW Market supported by the workgroup have begun to be implemented. Some changes have already been made, such as converting the truck-only load zone in front of the Bank of America (2010 NW Market) to a 3-minute passenger load zone from 10 a.m. – 11 p.m. Other changes have not yet been made and are in the work cue for the sign crews.

GOAL 6: IMPROVE SHORT-TERM PARKING BY INSTALLING METERS

The Workgroup members considered changes to parking restrictions on NW Market. A request had been made by Mary to convert the blocks of NW Market between 20th and 24th Avenue NW from 2-hour time limits to 1-hour time limits. Some discussion had taken place at the last meeting about the option of installing meters which may be available as soon as this fall. The workgroup reviewed the “Parking Restrictions Chart” that highlights the different types of parking restrictions and general benefits and drawbacks of each.

Concern was expressed that if the workgroup elected to support installation of meters this fall, then with pay stations coming to Downtown Ballard somewhere in the 2005/2006 installation cycle, the meters could conceivably be removed as soon as 6 months after being installed, leaving blemishes on the fairly new sidewalks where the meter post holes would be filled in. The workgroup identified that a significant factor in considering conversion to 1-hour time limits is that the current 2-hour parking is attractive to movie patrons who will park on NW Market while they attend a movie, with an effect of decreasing parking turnover to the detriment of other businesses on NW Market.

The Workgroup decided not to request that meters be installed, and to pursue converting to 1-hour time limits. The workgroup is interested in having pay stations installed on these blocks of NW Market (between 20th and 24th Avenue NW) when pay stations are installed on the currently metered blocks of NW Market. The workgroup is also supportive of pay stations being installed on the 5400 block of Ballard Avenue NW (when pay stations are installed in other areas of Ballard), and they feel the sidewalk on this block is too narrow to have meters installed. Randy indicated that SDOT would like to partner with the Workgroup, the Ballard Chamber, and the Downtown Ballard Merchants Association (and the Ballard District Council if applicable) in pursuing conversion to 1-hour restrictions.

When Randy gathered information from Merchants on NW Market in preparing comprehensive load zone adjustments, more than a few merchants expressed an interest in having longer time restrictions, such as 4-hours, because they feel that the current 2-hour limit is not long enough to allow a visitor to shop at multiple businesses and have a leisurely lunch. Randy indicated that SDOT would be interested in the community groups listed above publicly communicating their support for installing 1-hour time limits and participating in outreach to merchants on NW Market to establish a general climate of support for the conversion.

CHANGES ON SHILSHOLE AVENUE NW

Randy presented a map showing the current parking restrictions on both sides of Shilshole Avenue NW between 24th Avenue NW and NW Vernon Place which he had researched since the last meeting. The workgroup is interested in exploring changes to parking restrictions on these blocks that could increase the supply of on-street spaces for people needing to park their vehicles overnight, such as residents on the 5400 block of nearby Ballard Avenue NW where the “no parking for streetsweeping” signs have recently been installed. The workgroup also referred to the “Parking Restrictions Chart.”

The various needs reflected in the current restrictions on Shilshole Avenue NW presented a challenge to increasing the supply of spaces for those needing to park overnight. The blocks of Shilshole Avenue NW that the workgroup is focusing on can be thought of as two distinct areas. The various parking needs of these two areas are perceived as:

- The north end, where 2-hour and 4-hour parking 7 a.m. – 6:00 p.m. provides shorter-term customer parking for businesses on Shilshole Avenue NW (which are mainly on the northeast side) and other nearby retail corridors (NW Market and Ballard Avenue NW), and an absence of middle-of-the-night restrictions provides longer-term customer parking for evening businesses and overnight parking for area residents, and
- The south end, where areas without day-time restrictions provide long-term parking for employees of area businesses, while the middle-of-the night restrictions discourage car camping.

This configuration of parking restrictions on the “north end” – especially on the northeast side – exists on Ballard Avenue NW, and should be just as workable for residents of Ballard Avenue NW to use on the nights when parking on Ballard Avenue NW is restricted for streetsweeping. The workgroup decided to recommend no changes to the current parking restrictions on Shilshole Avenue NW at this time.

OTHER ITEMS

- **How to License a Vehicle as a Truck:** Randy presented a draft 2-page summary describing the process by which someone may license their vehicle as a truck which would allow them to legally use truck-only load zones. Once this summary receives final approval, Randy will insure that it is distributed to merchants on NW Market between 20th and 24th Avenue NW. This educational effort complements the load zone changes that are being made in this area.
- **Load Zone Information card:** Randy suggested a Load Zone Information card could be developed for use by businesses on NW Market. The card could perhaps have one side that showed the locations of load zones that could be used by vendors and delivery vehicles on one side, and load zones for use by passengers and customers on the other side. Businesses could be given copies to distribute to their vendors and customers to both inform them of the new locations of load zones and educate them about how the system of load zones is meant

to function. The workgroup liked this idea asked Randy to create a draft of such a card for them to review.

- **Program Accomplishment Sheet:** The workgroup expressed interest in having a list of accomplishments that have been achieved by the parking workgroup and the Making the Parking System Work in Downtown Ballard. Such a list should be short (like 1-page) and the workgroup sees such a list as useful in their outreach to businesses on NW Market in establishing a general climate of support for the conversion to 1-hour restrictions. Randy agreed to develop a draft for review by the workgroup.
- **Parking Citation Analysis:** The workgroup expressed interest in knowing if it would be possible to have an analysis done that would show where (by blockface), how many, and what kind of citations are being issued for the area around NW Market between 20th and 24th Avenue NW, and between 56th Avenue NW and one block south of NW Market. Randy agreed to look into if or how that data may be available.

NEXT MEETING

The workgroup decided to meet again next month on May 21, 2004, at 8:00 a.m. at the Ballard Neighborhood Service Center with the idea that the workgroup would shift to meeting on an “as-needed” basis afterwards.

Meeting Adjourned

